



PUBLISHED DAILY AND TRI-WEEKLY BY

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ALEXANDRIA:

WEDNESDAY MORNING SEPTEMBER 1, 1858.

The Baltimore Patriot says:—"No one man, company of men, or association, should be granted exclusive privileges pertaining to the Atlantic Telegraph, over and above others, who may wish to be on an equal footing with their competitors. Whatever information of a commercial or general character, affecting trade, finance, &c., that can be transmitted through the cable and land wires connecting with it on either side of the Atlantic, that can be obtained by one party should be within reach of others, provided they are willing to comply with the required terms. By this means only will ocean telegraphing tend towards an equalization of trade and the abolition of imposing speculations. If monopolized, or in any degree devoted to exclusive use, instead of preventing, it will augment and greatly increase the ability of men to take advantage of each other in their speculative dealings."

The grand Atlantic telegraph celebration is to take place in New York city, to-day.—The Fire Department has made arrangements for a torchlight procession. The entire First division of military, together with the Montreal artillery, will parade in the civic procession. The German Turners, numbering some six thousand, and the various German musical societies and clubs, will also participate in the demonstration. There is every indication that the event will be signalized by a general suspension of business. An imposing religious service will be performed at Trinity church.

The first message of Governor Grover, of Oregon, is a model of brevity and modesty. It refers to the easy and happy transition from a Territorial existence to that of a State sovereignty, casting back a thought to the time when the people were but a handful.—He gives a graphic description of his resources and prospects. Oregon, being under way as a state, from a certainty that the bill had passed both Houses of Congress, will find herself a sort of independent nation when the news arrives that the lower House had not concurred. She will doubtless feel a perfect confidence of admission at an early period of the next session.

Senator Clay, of Alabama, has written a letter in reply to citizens of Mobile, who desired to compliment him with a Public Dinner, declining the same, and discussing at some length the present posture of affairs.—The chief part of his letter is occupied with a defense of his vote upon the English Bill, that being the only matter in which his representative course has been assailed. But, after a labored vindication of that measure, he confesses that he expects little good from it. "We have," he says, "more reason to apprehend 'unjust and injurious federal legislation' than 'at any former period.'"

An attempt has been lately made on the life of the Viceroy of Egypt. In the chamber of his Highness, concealed under the bed, was found a fanatic, who was immediately seized and beheaded. He scorned all explanation, contenting himself with the statement that God had sent him there. In one of the mosques at Cairo, four thousand stand of arms and a considerable quantity of gunpowder were found. The Ottoman empire, according to all reliable accounts, is in the throes of dissolution.

It is now stated that Col. Titus passed Fort Chadbourne on the 29th of July, in command of several hundred men, on the route to Sonora, and with the object of revolutionizing that State. This is an old story in a new form, as the first rumor named Gen. Walker as the leader of the filibusters.—Sonora has long been in an agitated condition, and if any considerable force could secure a position there for two months, a thorough revolution would no doubt be effected.

The Lexington (Mass.) Advertiser announces the death, in Holmes county, of the Rev. Mr. Cooper, the original dreamer of Cooper's Well. He was an eccentric, but eloquent and good man—perhaps, at his death, a superannuated member of the Mississippi Conference. The celebrated water, known as Cooper's Well, was his discovery, and once his property. It is said, and credited, that he was led to dig for them by a dream.

The New York Herald "desires to see a new and independent party—the taxpayers' party—take possession of the field." The "taxpayers' party" would certainly be a very formidable one. In this section of country, it would pretty much include all other parties!

Mr. Soule, of Louisiana, has recently been sojourning in Washington. The newspapers suppose he is upon some Nicaraguan, or Cuban, or Mexican business—they don't know exactly what. Not knowing, therefore, why not let him alone?

Leonard Scott & Co., New York, have re-published the August number of Blackwood's Magazine. It contains a continuation of Bulwer's Novel, and interesting papers on literary subjects. Robt. Bell, agent, King street.

The mysterious disappearance of Mrs. Brennan, wife of Capt. Brennan, U. S. A., from New York, has not yet been accounted for—and the police are endeavoring to obtain some clue as to her fate.

It is said that some yellow fever cases have occurred on vessels in the port of New York, which had served out their regular time at the quarantine, and come up to the city.

The Union warns the Democrats everywhere, and especially in the South, against any sympathy for, or alliance with, Senator Douglas and his party.

The tops of the White Mountains in New Hampshire were covered with snow, last Wednesday.

The Constituent Assembly of Nicaragua, having modified the Case Yrissari treaty, and added an article thereto as the condition of its ratification, after the original treaty had once been ratified, the New York Herald calls upon our government to recall Gen. Lamir, send home the Nicaraguan ministers at Washington, suspend amicable relations, and enforce the neutrality laws.

Politics and elections, it will be seen, by the news from Utah, are now subjects of attention in that territory. We notice that Mr. John W. Powell, formerly of Loudoun, is nominated as a candidate for the Representative in the Territorial Council.

The New York Commercial says, that "the Great Wall of China has been thrown down." The French and the British did the business.

It is announced by the British journals, that Lord Palmerston has become the proprietor of the London Morning Post. Doubtful.

Prof. Orestes A. Brownson, in his Review, comes out against the Dred Scott decision.

News from Europe.  
St. John's, August 30.—The steamer Propeller has arrived, bringing Liverpool advices of the 21st inst.

The general news is unimportant. At Liverpool cotton was steady, flour quiet, wheat advancing, and corn quiet.

A boundary difficulty has arisen between France and Switzerland.

It is reported that the King of Prussia will abdicate in October.

The accounts of the crops from Russia are unsatisfactory, particularly in the neighborhood of Odessa.

The British steamer Cyclops bombarded Jeddah five days, before satisfaction was obtained for the recent murder of Christians. Finally, Ismael Pasha arrived, when eleven outlaws were executed, and four others sent to Constantinople.

The details from India confirm the quieting down.

There is a project in Paris to connect Europe with China by means of a telegraph.

Archery.  
We must confess to no little surprise as well as pleasure, to have seen, on Saturday afternoon last, some six or seven young ladies, armed cap-a-pie with bows and quivers, basing gaily in company with several gentlemen, towards the "layre green" on the eastern side of Poplar Lawn.

A large target was borne by one of the gentlemen, and contained three rings, the external red, the second gilt and the centre blue, leaving a gilt spot for the "bull's eye." They were soon to be observed engaged in the beautiful and really womanly sport, which they continued with most enthusiastic emulation until after sunset. The incident was one peculiarly pleasant, suggestive as it was of the palmy days of female amusements, and contrasting strongly with the restricted and generally insipid pastimes of modern fashion and frivolity.—*Petersburg Express.*

Lord Brougham as a Navy.

The Carlisle Journal thus describes the workmanlike style in which Lord Brougham went through his duties in cutting the first sod of the Eden Valley Railroad a few days ago:—"Lord Brougham received from the brawny navy who stood beside him a neat and spade, with which he cut the first sod, and threw it into a handsome mahogany barrow, which had been provided for the occasion.—He was dressed in a wig, with a wig as remarkable as it was characteristic, wheeled the barrow along some planks that had been laid for a distance of some ten or a dozen yards, emptied its contents, and then, in a truly navy-like manner, turned his back, and pulled the barrow to the point whence he started. During the operation, the most delectable cheers resounded from every part of the field. His lordship appeared to be much amused with his own performance."

A Splendid Illumination.

The illumination of East Rock, New Haven, on Tuesday, was a splendid affair, viewed from the city. Wires were strung along the brow of the mountain, supported by stakes and trees, extending from the east and around to the western side. Large balls of Indian rubber scraps, wired together and dipped in turpentine, were hung upon this wire and the whole simultaneously fired, exhibiting for some twenty minutes a flame that from New Haven had the appearance of a line of fire in the heavens. Hedgees were formed upon which tar was poured, and from the barrels were distributed in every accessible nook and corner of the mountain. The whole, when fired and ascending rockets, made a grand appearance.

Fat Men's Procession.

The fat people of Westfield, Mass., have had their celebration of the town's independence, a hundred feet high, called "Fat Men's Procession." The top of this hill is a great place for picnics, when the parties can climb. This hill was selected as the place for the celebration by the fat men; no person weighing under two hundred and ten pounds being allowed to join the procession. The following was the programme for the day:

The Deacon.  
Fat Men weighing 280.  
Fat Men weighing 250.  
Common Fat Men weighing but 230.  
Moribund Fat Men weighing but 210.

Honors to Ex-President Pierce.

The Press, speaking of ex-President Pierce's tour in Europe, says:—"All along the route, from Lisbon to Marseilles, he has been the recipient of distinguished consideration from public officers and private citizens. At Gibraltar, the senior officer in command of the British naval force at that point, extended marked courtesies, and urged the passage for Tangiers in one of Her Majesty's public armed vessels. At Marseilles the French authorities, headed by the prefect and the military commander, were especially attentive and zealous in acts of hospitality."

Prices in Knoxville.

We were visited on Saturday by Wm. G. Swan, esq., one of the editors of the Knoxville Southern Citizen. He informs us that an excellent article of wheat can be purchased at Knoxville for 90¢/95 cents. Here it will readily realize \$1.45/\$1.50. Prime bacon may be obtained in Knoxville for a price greatly below that which is paid in Petersburg; the same may be said of corn and other articles, which it were unnecessary to enumerate. But to make this traffic between Knoxville and Petersburg lucrative to our merchants, the railroads connecting the two places must reduce their tariff of freights. *Petersburg Express.*

Half-Grown Ruffians.

In nearly all of the large cities of the United States a great proportion of the most serious crimes perpetrated are committed by youths ranging from seventeen years of age up to twenty—ragged, made so by want of freedom in coming the streets and forming evil associations. The "short boys" in New York, and the worst rowdies in nearly every city, are of this class.

News of the Day.  
"Toshove the very age and body of the Times."

The principal feature in the London Foreign Market is the rise in Mexican Stock.—For several days past there has been increased firmness, owing to steady purchasers. The impression seems to be that the present state of things in the Republic cannot long continue, and the remote probability of an annexation to the United States is sufficient to improve the Stock, when it can be had at a trifle above 20 per cent. The resources of Mexico are known to be extremely rich.

To avoid the dangerous results of chloroform, and do away with the employment of the not either harmless or efficient process of freezing mixtures to the jaw, Mr. Jerome B. Francis, of Philadelphia, has invented a method of producing local anæsthesia by the application of an electric current, and through this means to effect the painless extraction of teeth. The application is simple.

A letter from on board the U. S. cutter Case, lying at South West Pass, below New Orleans, says two of the crew have died of yellow fever, and seven are now down with it. Lt. D. Bremond had been ill, but had recovered. Dr. W. G. McGregor, of the U. S. cutter Robert McClelland, lying at the same place, died of the fever on the 16th instant.

A letter from Paris says the news of the successful laying down of the Atlantic cable scarcely excited any attention in France. The news is just seven days old, and not a single journal has yet contained an editorial on the subject. Their notices are confined to the short dispatches that came to them from Valentin in the columns of the London journals.

Joshua R. Giddings after twenty years' interrupted and consecutive service in the House of Representatives, has at last been dropped by his republican constituents. The telegraph apprised us a few days ago that the old veteran is to be left at home and Mr. Hutcheson sent to Washington in his stead.

A serious accident occurred on Friday evening on the Beaver Meadow railroad, near Penn Haven. The accident was occasioned by the breaking of a frog, in consequence of which the track of the road spread. A train of about twenty-five cars was completely wrecked, and two men seriously injured.

Rev. J. C. Mayer, pastor of the first German Presbyterian church at New Orleans, died of yellow fever 24th instant. On the same day Wm. F. Dickerson, a native of Maryland, was found dead in a bath-house. He had been suffering from bilious fever.

Boston Enthusiasm does not overflow on account of the cable excitement. The proposition to celebrate its successful laying was laid on the table by the Board of Aldermen. Some miscreant burned down a building on the Fair Grounds, at Petersburg, Va., on Sunday morning. Considerable injury was also done to the fine grove.

The receipts at New York from customs last week were but \$400,000—a figure entirely low, considering the season of the year and the demands upon the treasury.

From Utah.

By the arrival of the mail from Salt Lake City we have dates from Utah of July 30th.

The latest news from the camp of the army is to the 23d ultimo. Preparations for the Territorial election were going forward in Utah, and the Gentile residents were to vote on an independent ticket for candidates to fill the offices now occupied by members of the Mormon priesthood. A "fusion" ticket for Territorial and county offices had been put in nomination in Salt Lake City, the more liberal and influential Mormons being placed on the ticket with Gentile candidates. Politics were going lively at the date of our last advices. Reputation of the Mormon currency—the notes of the "Deer Creek Currency Association"—was the last movement of the Mormon leaders, and the effect of the measure was great dissatisfaction among the people, the Gentile storekeepers refusing to receive the notes, which formerly passed current in payment for trade. From the army, at Camp Floyd, we learn that the Volunteer Battalion had been dismissed, and left on the 19th ultimo for Fort Leavenworth, where it is to be disbanded. An Army Order, issued by Gen. Johnston, speaks in complimentary terms of the officers and men of this battalion. Another Order disconnects the battalion of Mounted Riflemen and the Third Infantry from Gen. Johnston's command and orders these corps to New Mexico. The army remaining in camp was in excellent condition.—*N. Y. Times.*

Southern Unity.

Andrew Jackson gave one of the best reasons that was ever addressed to those who go for a dissolution of the Union, on the ground of expediency. He said that the same spirit of discord and discontent would be at work in a new confederacy as in the old, and that division would be followed up by sub division, until we became split up in twenty or thirty independent sovereignties like the petty republics of South America. We see already a manifestation of this in the Montgomery Convention to divide Virginia and four or five Southern States out of the ranks of the United States. If any one will recit to the debates of the Virginia Convention of 1829, or even those of the last Virginia Convention, he will see abundant evidence of a sectional antagonism in Virginia that, in the event of Disunion, might threaten the division of our own Commonwealth. Let the experiment be tried of a grand Southern Confederacy, comprised of half of a country which is just entering the interior, progresses but slowly. A becoming a Power among the Nations, and we shall see the same cause at work, the same principles of decay and dissolution, which menace our present organization.—*Richmond Dispatch.*

Wax Poisons.

Few persons, especially, perhaps, of the very young ladies who practice the very pleasant art of modelling fruits, flowers, &c., in wax, at all suspect the danger in which they are placed from the poisonous nature of the coloring matter of the wax which they handle so unsuspiciously. The wax, for instance, colored yellow, chrome yellow; the green, copper, the yellow and vermilion, orange, chrome yellow, &c.—while many other kinds of wax are equally poisonous, and therefore, strong poisons all—while many other kinds of wax are equally poisonous, and therefore, strong poisons all—while many other kinds of wax are equally poisonous, and therefore, strong poisons all.

Norfolk Items.

The Norfolk Herald says:—"The U. S. sloop-of-war Cyane dropped down to the Naval yard on Wednesday. She was to take in her powder yesterday when she will be ready for sea. The Cyane is now waiting for a lieutenant. She is going to the Pacific station to take the place of the St. Mary's, ordered home.

The new sloped-roof building at this yard (one of the last) is progressing rapidly; her frames are all up and ribbed, and ready for planking. The Richmond, now building in the ship house, is rapidly approaching completion; the workmen will finish planking her in about three weeks."

Shipwrecks.

According to the July number of the London Quarterly Review, the number of wrecks and collisions on the coast of the British Isles alone, during the five years ending with 1856, was no less than five thousand one hundred and twenty-eight, or an average of one thousand and twenty-five per year. In two thousand one hundred and eighty-four of these cases the loss was total, and in the remainder the damage was more or less serious. This shows an average total loss of nearly four hundred and thirty-seven vessels in each year, or more than one per day—the destruction of 145 consequent upon these casualties was four thousand one hundred and forty-eight persons, or an average of nearly eight hundred per year. These persons, be it remembered, are mostly men in the prime of life, many of them having families dependent upon them. The pecuniary loss by the total wrecks is estimated at £1,000,000 a year at least, and by other casualties at £500,000.

In inquiring into the causes of this immense annual loss of life and property the writer in the Quarterly makes marine insurance as the chief destroyer. Unseaworthiness and overloading of vessels, and imperfect outfit, defects of compasses, want of good charts, incompetency of masters, may all be attributed to this source. Knowing that if his vessel be lost he will get her full value, the owner is careless of these matters. Moreover, the terms of insurance offer a direct premium for "total" losses. For instance, a ship strikes the ground and becomes damaged, but with good management might be got off. In this case, however, the assured has to bear one-third of the expense, whereas if the loss is total he gets the whole of his insurance. Under these circumstances the master will leave the vessel to her fate, instead of using his energies to the utmost to save her. It is true, however, that the vessel would be marked for condemnation by the list of total losses, inasmuch as the captain's natural inclination to save his ship would not run counter to his employer's interests. In cases of willful casting away, however, there is no protection except in the vigilance of insurers through the employment of agents at the various seaports of the world. This is now the universal practice, and it has frequently resulted in frustrating great and cunningly devised frauds.

Next come the physical agents which produce shipwrecks, as currents of the ocean, fog, lightning, icebergs, sand banks, water, &c. The effect of currents in taking the sailor out of his reckoning is a well-known cause of shipwreck, but the danger from this source has been much diminished by the more intimate knowledge we are every day acquiring of the laws which produce the currents. Much of this knowledge has been acquired by what is known as the bottle experiment, the commitment to the waves of a bottle containing the position of a ship, together with the date when the bottle was thrown overboard. In the course of time this bottle will perhaps be washed ashore at some place where it will be recovered, when a reference to the contents will reveal the general direction of the current which bore it to the land. All British national vessels are enjoined to make this experiment, and a collection of upwards of two hundred has been made at the Admiralty, and one laid down in a chart called the current bottle-chart. A single glance at this chart displays the principal well known currents of the Atlantic ocean.

In the Northern Atlantic these stupendous icebergs from Davis' Straits, which sail southward in magnificent procession during the summer months, are very dangerous to navigation, and probably destroyed the ill-fated steamer Republic and Pacific. In the South Atlantic, particularly in the Caribbean Sea, fearful storms of thunder and lightning impel the mariner. According to Sir William Snow Harris, between 1809 and 1815 forty sail of the line, twenty frigates, and ten sloops of the royal navy were so crippled by being struck by lightning as in many cases to be placed for a time hors de combat. In fifty years there were two hundred and eighty instances of serious damage to ships in the British navy. Since the application of Sir William's system of lightning conductors to the national ships, however, no case of injury has occurred to them.

In the whole catalogue of disasters at sea, those which present the most terrible features are water-logged and timber ships.—Their crews are sometimes forced to abandon them in mid-ocean, and afterwards boat about for weeks on the waste of waters without food or drink, not unfrequently being compelled to feed on their dead companions; not rarely they cast lots for the living. Water-logged vessels are doubtless the cause of wreck to other vessels, as they float about the ocean for months.

It is believed that the most frequent cause of wreck upon the English coast is negligence on the part of the master. Of the collisions which occurred last year, it is found that far the larger portion of them took place in the open sea, and in clear, bright weather. Out of 277 collisions involving total and partial loss, had look-out been the cause of eighty-eight, and neglect of the rule of the road thirty-three collisions. These facts and figures relate exclusively to English vessels, or vessels insured at Lloyd's; but we presume the same holds true in a wider range of similar facts.

It would not be difficult for underwriters to devise plans for reducing the number of shipwrecks, by refusing to insure unworthy vessels, or ships whose masters are incompetent; by providing for a more thorough examination of charts and compasses; and in other ways which only require combined action to insure success.—*Boston Jour.*

Railroad in Turkey.

The commencement of a new era in the Ottoman Empire, by a railway from Smyrna into the interior, progresses but slowly. A letter in the New York Times, from a Smyrna correspondent, has the following:—"Would you like to hear of the first railroad ever projected in Turkey? How does the plan progress in this old foothold of Tanizius? I will tell you. Tanizius is the order of the day. The fruit approaches our lips, but the Turks, like those demons in the mythological Hades, snatch it away. How do they affect it? By annoying the workmen. It is not enough that the mountains raise their gigantic barriers completely impassable, and some workmen are destroyed by accidents in blasting, but the Turks, during the last six months, have assassinated over sixty of the Christian laborers."

Last October, the Pasha instituted a great ceremony for the opening of the enterprise, and deposed, with a silver shovel, to heave the first dirt; but this approval, in the name of Allah Mohammed and Abu-Beker, was not sufficient to quiet the enraged barbarians. There is a gang of Turks who hold the Government at defiance, and shoot and stab the workmen, excepting such as belong to the Mohammedan creed. How much of the road you suppose is finished, after such a struggle, during nine months? Less than a mile!"

"Keep your Powder Dry."

The Newburyport (Massachusetts) Herald says:—"It is rather a remarkable circumstance that the powder which was used in Sandwich in firing off the cannon to celebrate the connection by a cable of England to the United States, is the same which was purchased in the war of 1812 to fight our English enemy. It has been kept in a tight cask in the old magazine, situated in the old cemetery, since that time."

The Captured Slave Brig.

The Navy Department is in receipt of dispatches from Lieutenant Commanding J. N. Maffit of the United States brig Dolphin, dated at sea, August 21st, giving an account of the slave brig brought into Charleston.—He says when he overhauled the vessel she was standing for Key Verde. The officers and crew of the slaver consist of eighteen men several of whom are Americans. Lieutenant M. says he is credibly informed that several American vessels are expected on the north coast of Cuba about the first of October.

The officer who brought the prize into Charleston, Lieut. J. M. Bradford, also reports to the Department from that city, dated August 27. He encloses a copy of his instructions and remarks:—"That portion of his instructions requiring the prisoners to be put in irons, which, if executed, have made our voyage to this place impossible for the slaves, as soon as they found they had no masters, destroyed large quantities of water and provisions, for the sake of obtaining a small quantity for their own use. I restored their former masters, and they had to resort to the fiercest cruelty before they could keep up these practices of removing the slaves from this vessel.—She is small, has huge holes out in her stern deck for ventilation, and is without masts or rigging. In case of a heavy gale at sea, and battering down becoming necessary, the slaves would mostly suffocate. I shall use my utmost exertions to get them ashore and free them from this atrocious mode of removal, as the tench on board is horrible. Twelve of the slaves have died since the capture of the vessel. They are without medical assistance of any kind. The health of the command and prize officers and crew continued good."

From the Charleston papers we glean the following additional particulars.

"When first discovered the slaver was sailing under English colors, but perceiving the Dolphin, whom he took to be an English vessel-of-war, he hoisted American colors. When he discovered his egregious error, he made the most strenuous efforts to escape, but a well directed shot from the Dolphin brought him to reason, and he surrendered at discretion. The slaver still deemed the Dolphin an Englishman, did not anticipate a search or visitation while he displayed American colors.

The negroes, so far as they could be seen, are about fifteen years of age, and good looking, numbering 318. They are suffering from dysentery. It is supposed that the present name of the brig is only assumed one. She appears to be of Baltimore model and a fine vessel.

The following is a full list of the officers attached to the Dolphin: Lieut. J. N. Maffit, commanding; J. M. Bradford, first lieutenant; E. P. Williams, second lieutenant; C. C. Carpenter, third lieutenant; A. Crossman, acting master.

As Lieut. Maffit is concerned, who has heretofore brilliantly identified himself with this port, his many friends will deem this exploit as an entirely refuting the opinion which the naval board formed of him, that as an officer of the Coast Survey he was unfit for duty at sea.

The event has caused as much excitement in our community as the success of the cable, and speculation, as to the results of the capture, the fate of the cargo, and the general bearing of the affair, is great. Much curiosity is also excited, and many are anxious for an opportunity to observe the African in his native state."

As there is nothing to show positively that the slaver brought to Baltimore, we may state that an hermaphrodite brig named the Echo, of 200 tons, built at Somerville, Me., in 1851, cleared at New York (where she is owned) on the 22d of February last for Jacksonville, Fla., and another of the same name also cleared at New York May 24th, for Rio Grande. Still another named the Echo is owned at St. John, N. B. Which is the guilty one remains to be seen.

Under the act of 1819, the captors will be entitled, besides the proceeds of the vessel, to prize money at the rate of \$25 a head for each African on board; and by the same act the President has the authority to cause the liberated negroes to be removed beyond the limits of the United States, and to appoint agents on the Coast of Africa for their reception. The law also provides that the officers and crew of the captured vessel shall be turned over to the United States District Court to be prosecuted under the laws of Congress.—The officers and crew of the Dolphin will probably realize \$8,000 or \$9,000 by the capture.

Scene in a Dissecting Room.

A correspondent informs us that a case similar to that of Magee is narrated in the British Mercury, June 12, 1790, with the remark of the editor:—"Casuists may amuse themselves with settling whether the killing scene be ranged under the title of justice or humanity." The case is this:

A young gentleman who had studied at a celebrated university, and having a strong predilection for anatomy, took great pleasure in attending on dissections. One evening he, with many others, was anxiously attending on the commencement of that operation on the body of a notorious malefactor, who lay stretched out on the table before them; the surgeon who had been placing it in a proper position, turned to the class, and addressed them thus:—"I am pretty sure, gentlemen, from the warmth of the subject, and the fixity of the limbs; that by a proper degree of attention and care the vital heat would return, and life in consequence take place. But, then, when it is considered that a man should again have among us, that he was executed for having murdered a girl who was with child by him; and that he was restored to life he would probably murder somebody else, when these things are duly considered, I own it is my opinion that we had better proceed with the dissection."

With these words, he plunged the knife into the breast of the carcass, and precluded at once all dread of future assassination or hopes of repentance.

Barber, the Sculptor.

About eighteen months since, Mr. Barbee opened a studio in the city of Baltimore, for the prosecution of his professional labors, and since that time he has modelled a full-sized figure of the "Young Republican"—a bust of "Gratitude," for Mr. James C. Bruce, of Virginia—a bust of Mr. Philip E. Thomas—an ideal bust of "Pride"—a bust of Mr. James B. Eads, of St. Louis, and another of Mrs. Eads. These works are now in place, ready to be transferred into marble.

"Fisher Girl" has already been completed in marble, and is on exhibition in Baltimore, where it is an object of unbounded admiration. A duplicate of the "Gratitude" ordered by a wealthy gentleman of St. Louis, for \$500, is also well under way.

The bust of "Gratitude" is also nearly finished. In addition to the above, Mr. Barbee has recently received an order to execute an ideal statue of "Welcome," for an opulent citizen of St. Louis, at \$5,000—and also a bust of a beautiful young lady of Baltimore, for \$500. The commissions which he has, amount, in the aggregate, to about \$13,000; and the "Fisher Girl," now completed, he holds at \$6,000. It is highly gratifying to record these evidences of success on the part of Mr. Barbee. Both as a man and as a sculptor, he deserves the fullest measure of prosperity that can be meted out to him. "Fisher Girl" has already found many a friend in his genius, and the lustre which he reflects on his divine art.—*Petersburg Exp.*

Railroads Again.

We are compelled again to the dreary task of complaint. A short time since the announcement was made that the roads west of Lynchburg were resolved on rates of transportation which would defy opposition, and secure beyond all question the current of trade which was driven to Charleston and Savannah, by their former miserable policy. Facts, however, came to our knowledge on Saturday last, which painfully demonstrate the real truth, that the old stupidity continues to hamper the usefulness of these fine roads, and to disappoint the reasonable expectation of a long suffering, patient, and still sanguine public. We feel now fully satisfied that until public opinion makes itself felt, there will be no improvement—and we, for one, shall give it direction and voice to the full extent of our power. Too many interests are at stake—of the State, of the great agricultural South West, for any independent press to be silent. We call on our brethren here and elsewhere throughout the State to speak out, and help along the movement against a policy which is so ruinous to the prosperity of all.

Another fact, not much more inspiring to Norfolk, Richmond, Petersburg, or Alexandria, came to our knowledge on Saturday.—A wholesale grocer from Knoxville, of high standing, informed us that he was stopped from thinking of purchases in any Virginia city, by the fact that the freight from Richmond or Petersburg was nearly if not quite one half cent per pound on sugar and coffee more than it was from Charleston or Savannah, and that he could ship to Norfolk from Petersburg or Richmond, cheaper by way of Charleston than by way of Lynchburg.

Had not our Norfolk friends better stop throwing up their hands, and give over the idea of refreshing the Mississippi at Memphis with a bottle or two of water from their splendid harbor?

Far wiser it would be to expend their enthusiasm in sending some one to the Legislature who would grapple the Lynchburg and Tennessee extortion with the firm hand of law.

Far better act with all their might upon the board of public works than to speak out in unwise terms the indignities inflicted of a wronged and injured people.

And Alexandria, too, straining herself to death for the poor satisfaction of seeing an omnibus more of strangers per day pass through her streets for Baltimore or New York! We were looking over the Gazette Saturday, when our eye fell on a communication gravely talking of great prosperity from Alexandria becoming a distributing point for the cotton of Memphis. We are not in the habit of laughing at the columns of the Gazette. That good old journal is always instructive and entertaining—but this time we couldn't well help it. Cotton from Memphis by those Railroads! A ball of cotton might go to Alexandria by way of Cape Horn, the Cape of Good Hope, and across the Atlantic from Memphis! Such a thing is not impossible, although not the shortest route between the two places—but by way of the Lynchburg and Tennessee road! That is a stretch of imagination which insults the word possible. We are positively sure that whatever may be the size of optics with which the correspondent of the Gazette is blessed, he may determine to put in his eye all the cotton that comes to Alexandria, that way, without the slightest danger of damage to the organ.—*South Side Democrat.*

How to Make Good Cider.

There is hardly a tithe of older made now as compared with forty years ago. Many of the old orchards have died out, and the temperance reform has prevented their renewal. The market for fine fruits has greatly expanded, and nearly all the trees now planted are for the production of market apples. It took eight bushels of apples to make a barrel of cider, and the barrel sold for only \$1. Apples now bring every year from 50 cents to \$1 a bushel. Fruit growers can hardly be expected to make the change that is so much for their pecuniary interest.

Yet cider is still made all over the country in small quantities, some for the apple butter, some for vinegar, and still more for a beverage. When bottled and properly handled it is as palatable, and much more wholesome, than most of the wines of commerce. In affections of the kidneys it is an excellent remedy, and should have a place in every well-appointed cellar. It is a matter of some importance that what cider is made should be made in the best manner.

The apples should be well ripened, but not the least decayed. Every apple with the least speck of rot should be removed, if it can, with a first-rate serrated knife. The decayed and inferior apples may be reserved for making vinegar. Perfect cleanliness should be observed in the grinding process, which should be performed two days before pressing, and the pomace be permitted to stand and mellow in the vat, until it assumes a deep red color. Clean dry straw should be used in forming the cheese. If the straw be musty, the flavor will be communicated to the juice. If water be added, it will make it hard and unpleasant to the taste. The casks into which it is put for fermentation should be thoroughly cleaned, and the bung should be made of brimstone. This is done by burning in the barrel a few strips of canvas, dipped in melted brimstone. The fumes will penetrate all the pores, and destroy the must and correct the sourness.